

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4296.

號九月四年七十七百八千一英

HONGKONG, MONDAY, APRIL 9, 1877.

日六廿月二年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOTH, Ludgate Circus. K. C. BATES, RENDY & Co., 4, Old Jewry. E. C. SAMUEL DEACON & Co., 150 & 154, Leadenhall Street.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.

CHINA:—SWATOW, QUELON & CAMPERDOWN, Amoy, WILSON, NICHOLLS & Co., Foochow, HEDDER & Co., Shanghai. LAM, CRAWFORD & Co., and KELLY & WALSH, Manila, C. REINSEMAN & Co., Macao, L. A. DA GRAGA.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars.
RESERVE FUND, \$500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOPKINS, Esq.
Deputy Chairman—F. D. SASSOON, Esq.
E. R. BELLION, Esq. WILHELM REINERS, Esq.
W. H. FORBES, Esq. ED. TOBIN, Esq.
DON. W. KESWICK. A. MOLYNEUX, Esq.

CHIEF MANAGER.

Hongkong, . . . THOMAS JACKSON, Esq. Manager,
Shanghai, . . . EWE CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, March 29, 1876.

Notices of Firms

NOTICE.

MR. DAVID SAYLE was admitted a Partner in our Firm on the 31st of July, 1876.

SAYLE & Co.
Hongkong, March 16, 1877. ap16

NOTICE.

WE have this Day Established a Branch of our Firm at SHANGHAI under the Management of Mr. ALFRED F. O. KRAUSE, who will sign for us by Procuration.

CARLOWITZ & Co.
Canton and Hongkong, April 1, 1877.

NOTICE.

MR. EDWARD BURNS will Conduct the Business of my Office, during my Temporary Absence from the Colony.

R. H. CAIRNS,
Solicitor to Local Offices,
and Lloyd's Register of Shipping,
2, Club Chambers,
Hongkong, March 17, 1877. ap18

UNION INSURANCE SOCIETY OF CANTON.

NOTICE.

DURING the Temporary Absence of the Undersigned, Mr. EDWARD MOORE will act as Secretary of the Society in Hongkong.

By Order of the Board of Directors,
N. J. EDE,
Secretary.
Hongkong, April 2, 1877. ap17

VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Undersigned.

WM. CRICKSHANK,
Manager.
Hongkong, November 21, 1876.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from H. M. Naval Storekeeper, to sell by Public Auction, on

WEDNESDAY,

the 11th April, 1877, at 11 o'clock a.m., at H. M. NAVAL YARD,—

SUNDRY NAVAL & VICTUALING STORES, Comprising: Old Iron, Hoses, Glass, Lignum-vite, and India Rubber, Washing and Ice Making Machines, Galvanised Iron Baths, Provisions, Clothing Implements, &c., &c.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,
Government Auctioneer.

Hongkong, April 6, 1877. ap11

PUBLIC AUCTION.

LAMBERT, ATKINSON & Co. have received instructions to sell by Public Auction, on

THURSDAY,

the 12th April, 1877, at 2 o'clock p.m.,—

ON THE SPOT

(Unless previously disposed of by Private Sale),

That Piece or Parcel of GROUND, situate in Queen's Road East, Registered in Land Office as Inland Lot No. 54, comprising 10,000 square feet, measuring from North to South 100 feet, and from East to West 100 feet, with a substantial Brick Dwelling House and Out-houses built thereon, known as "Carlton House." Annual Crown Rent, \$131.40.

And,

That Piece or Parcel of GROUND, situate in Queen's Road East, Registered in Land Office as Inland Lot No. 768, comprising 6,000 square feet, measuring from North to South 160 feet, and from East to West 40 feet, with a substantial Brick Godown built thereon.

That Piece or Unbuilt Levelled GROUND, attached to the above Lot, and Registered in Land Office as same Inland Lot No. 768, comprising 6,000 square feet, measuring from North to South 160 feet, and from East to West 40 feet. Annual Crown Rent, \$185.08, for Inland Lot No. 768.

TERMS.—One-half of the purchase money to be paid on the fall of the hammer, and the remainder on completion of the Deed of Transfer. The Buildings will be at purchaser's risk after the fall of the hammer.

Hongkong, March 13, 1877. ap12

Intimations.

DENTAL NOTICE.

DR. STOUT intends visiting JAPAN shortly, and would be glad if those who wish to Consult him professionally would make an appointment for an Early Day.

HOURS FOR CONSULTATION:
8 a.m. to 4 p.m.

No. 1, Alexandra Terrace.

Hongkong, April 4, 1877.

TO THE MERCHANT COMMUNITY OF HONGKONG.

GENTLEMEN.—We have always been of opinion that to conduct business properly and amicably a regular system should be established whereby goods can be paid for by an acknowledged rule fair to everybody. You are no doubt aware that for years past the dollar question has been a very troublesome one. Dollars are imported into the Colony from various sources and of various standards. The Government of Hongkong, in conjunction with the High Officers of Canton, have issued notices ordering Chinese to receive the American and the Mexican dollars in payment for goods irrespective of weight; they are accordingly used here without any difficulty, but the Chinese Merchants of other Ports come here, and they will only pay for their goods in dollars at current rate, or by weight. We sometimes offer dollars, in payment of business transacted, to foreign firms, but although good, they are declined. Traders from other parts are kept away from doing business in the Colony on this account, hence the great dullness of trade at present. With a proper system we feel confident that trade, which is daily dwindling down, will revive. We ask you, Gentlemen, to consider the matter and call a meeting to devise some settlement of this question, whereby both Foreign and Chinese Merchants will be on the same footing. Dollars of all descriptions, unless spurious, can be used here, if by weight; it does not matter if they are old or new to us; "weight" seems the fairest and simplest plan. We beg, Gentlemen, to ask your advice on this matter, and ask you to settle this question at once and for good, and offer you every assistance we can give you on our part in discussing the matter as publicly as possible.

FROM THE CHINESE COMMUNITY OF HONGKONG.

Hongkong, April 4, 1877. ap19

Intimations.

THE MEDICAL HALL.

37, Queen's Road, Hongkong.
ESTABLISHED 1853.
TH. KOFFER, Proprietor.
Hongkong, April 28, 1876. ap23

HONGKONG.

Chs. J. GAUPP & Co.,

WATCHMAKERS & JEWELLERS,
38, Queen's Road,

NAUTICAL INSTRUMENTS,
CHRONOMETERS,

&c., &c., &c.,

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch.

Hongkong, May 1, 1876. tl

NOTICE.

LANE, CRAWFORD & Co. have been Appointed SOLE AGENTS for China and Japan, for JOSEPH STARKY, LONDON, Manufacturer of Gold and Silver Laces, Embroidery, &c., and Military and Naval Appointments of every Description.

A Stock of these Goods will be kept on hand, for the Regiments stationed here, as well as for the ENGLISH and AMERICAN NAVIES.

Hongkong, March 14, 1877. ap14

NOTICE.

LONDON & ORIENTAL STEAM TRANSPORT INSURANCE CO.

THE BUSINESS of this COMPANY has this Day been Transferred to THE MARINE INSURANCE CO., of 20, Old Broad Street, LONDON.

By Order of the Proprietors,
WILLIAM HUNT,
Secretary.

137, Leadenhall Street, LONDON, 1st January, 1877.

THE MARINE INSURANCE CO.
20, Old Broad Street, LONDON, 1st January, 1877.

ESTABLISHED 1836.
CAPITAL, £1,000,000 STERLING.
RESERVE FUND, £2,340,000

WITH Reference to the foregoing Advertisement, THE MARINE INSURANCE CO. has this Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSPORT CO., and has Appointed Mr. A. MOLIVER as its AGENT in HONGKONG.

By Order of the Board of Directors,
ROBERT J. LODGE,
Manager.

THE Undersigned is prepared to Accept Risks and issue Policies on behalf of the MARINE INSURANCE CO. by any First Class Steamer.

A. MOLIVER,
Agent of the Marine Insurance Co. of London.
Hongkong, February 16, 1877. au17

Now Ready.

THE CHINA REVIEW

No. 4, Vol. V.

Annual Subscription, Six Dollars and a Half.

CONTENTS.

Essays on the Chinese Language, (Continued from page 182.)

Deer Stalking in China.

Chinese Dentistry.

Chinese Intercourse with the Countries of Central and Western Asia during the Fifteenth Century, Part II. (Continued from page 182.)

A Legend of the Peking Bell-Tower.

Chinese Hornbills.

The Law of Inheritance.

A Chinese Dictionary in the Cantonese Dialect.

Short Notices of New Books and Literary Intelligence.

Notes and Queries.—A Chinese Dictionary in the Cantonese Dialect.

"Watching Spirits."

Chinese Folk-lore.

Yin and Yang, according to Aristotle.

Pinyin English.

Goshe's "Werther" in China.

Chinese Music.

White Ants.

Books Wanted, Exchanges, &c.

Times Mail Office,
Hongkong, March 20, 1877.

Intimations.

PACIFIC MAIL S. S. COMPANY.

ON SATURDAY, the 7th Instant, the COMPANY'S OFFICES will be REMOVED to our Premises No. 9, Praya Central.

RUSSELL & Co.,
Agts.

Hongkong, April 5, 1877. ap12

G. O. ROGERS, DENTAL SURGEON,
No. 7, ARBUTHNOT ROAD,

has always on hand for Sale every description of COAL, at Moderate Prices.

Mr. ROGERS has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr. FAR JACK, at 30, Ring Lung Street, will receive immediate attention.

Hongkong, March 18, 1877. mol9

NOTICE.

NEITHER Captain FORBES nor the AGENTS or OWNERS of the American Barque "GARIBOLDI," will be RESPONSIBLE for any DEBTS contracted by the Crew.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, February 28, 1877.

To Let.

TO LET.

NO. 3, PRIMA TERRACE, ELGIN STREET, with Immediate Possession.

Apply to
LANE, CRAWFORD & Co.
Hongkong, February 7, 1877.

TO LET.

HOUSE No. 7, Cause Road, lately occupied by Mr. PARKER.

House No. 10, Albany Road, at present occupied by the Rev. R. H. KID.

Business Villa, Pok-fo-lung, Furlished.

DAVID SASSOON, SONS & Co.
Hongkong, February 15, 1877.

TO LET.

THE Upper Portion of Nos. 42 and 44, Queen's Road.

The Dwelling House No. 2, Gough Street.

Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, November 17, 1876.

TO BE LET.

THE PREMISES No. 39, Queen's Road, at present in the occupation of the BORNEO COMPANY.

TURNER & Co.
Hongkong, February 6, 1877.

For Sale.

FOR SALE, AT CANTON.

A STEAM COTTON MILL, well adapted for Working Native COTTON, either Ningpo or TIENTSIN. Capable of Making 8 piculs of Yarn in 12 hours, consisting of:—

Steam Engine and Boiler 16 Horse Power Nominal, 1,280 Spindles, 12 Carding and 2 Drawing Machines, 1 Spinner 18 Spindles, 1 Stretcher 80 Spindles, 1 Lap Machine, 1 Cotton Gin, Bobbins, &c., with Shafting and Belting Complete.

For Further Particulars and Terms of Sale, apply to

RUSSELL & Co.
Hongkong, March 14, 1877. ap14

FOR SALE.

BY TENDER, the whole Stock-in-Trade of the TAKU TUG and LIGHTER COMPANY, consisting of the following Steamers:—

Steam Tug and Lighter *Algerine*, 3,500 poles. Carrying Capacity.

Steam Tug *Orphan*, 1,900 " Pathfinder, 1,900 "

Little *Orphan*, 1,900 "

Tenders will receive immediate attention.

Apply to
TAKU TUG & LIGHTER Co.,
Taku.

Taku, March 12, 1877. ap50

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo., pp. 202.—By EDWARD JOHN EITEL, Ph.D. Tübingen.

Price: Two Dollars and a Half.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 9, 1877.

For Sale.

FOR SALE,
THE IRON SCREW STEAMER

"ALBANY"

THE above Steamer was built in Glasgow in 1872 by Messrs DOBBIE & Co., under special survey of LLOYD'S, and Her MACHINERY and BOILER were made by Messrs JAMES HOWDEN & Co., under special inspection. She was constructed to carry a large Cargo on a light draft of water and is well adapted for the Philippine, China, or Japan trade. She underwent general repairs in 1876, when New SAILS, RIGGING, and a complete outfit were supplied by the HONGKONG and WHARF DUCK COMPANY, and in March of the present year her Engines and Boiler were thoroughly overhauled.

DIMENSIONS.—Length between Perpendiculars, 170 feet. Beam, 26 feet 3 inches. Depth of Hold from Ceiling to Main Deck, 9 feet 5 inches. Height from Main Deck to under side of Awning Deck, 7 feet 4 inches.

GROSS TONNAGE.—550 Tons.

CLASS.—Built to Class 100 A at Lloyd's.

RIG.—Brig Rigg'd.

DRAFT.—Light 9 feet. Loaded 12 feet.

STEED.—Eight knots on consumption of 5 1/2 to 6 tons of coal per 24 hours.

BUNKER CAPACITY.—75 tons coal.

CABIN.—Under Awning Deck aft; saloon, pantry and five state rooms, with accommodation for 12 first-class passengers.

MACHINERY.

ENGINE.—A pair of Howden's patent High and Low pressure Engines of 90 Horse Power nominal; High Pressure Cylinder 25 inches, and Low Pressure Cylinder 45 inches in diameter. Stroke 30 inches.

PROPELLER.—Bessemer Steel of 4 Blades, with One Spare Set of Blades.

WINDMILL.—One Steam Windmill with Donkey Boiler on Deck.

BOILER.—One Horizontal Tubular Boiler 11 feet diameter, with 3 Furnaces, tested for a working pressure of 60 pounds.

MORRIS & RAY.

Hongkong, March 29, 1877.

FOR SALE.

A MARINE ENGINE of 20 Horse Power Nominal, High and Low pressure, with Extra SURFACE CONDENSER and TUBULAR BOILER. Consumption, 2 Tons per 24 Hours.

The Engine is quite new; was manufactured by Messrs Matthew Paul & Co., Dumbarton, and is now deposited in the Godown of the late firm of Russell & Sturge, Manila.

Particulars may be obtained on application to

MORRIS & RAY.

Hongkong, March 29, 1877.

HONG LISTS.

Circular, large sheet.

THE AMENDED HONG LIST in English and Chinese, containing the Names of all the most important Companies, Institutions and Mercantile Houses in the Colony.

Price, 25 cents each; or \$2.50 per dozen.

At the "China Mail" Office.

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated

Brands of WINES and SPIRITS.

Apply to
SIEMSEN & Co.

Hongkong, June 22, 1876.

NOW READY.

FENG-SHUI, or THE FUNDAMENTALS OF NATURAL SCIENCE IN CHINA. By Dr. E. J. EITEL. One Volume. 8vo. Price, \$1.50.

BUDDHISM, ITS HISTORY, THEORY and POPULAR BELIEFS. In three Lectures. By Dr. E. J. EITEL. Second Edition. One Volume. 8vo. Price, \$1.50.

Orders will be received by Messrs LANE, Crawford & Co., Hongkong, July 21, 1875.

Shipping.

Sailing Vessels.

FOR LONDON.

The British Ship
"ANGLO SAXON,"
C. HARRINGTON, Master, will load here and have immediate despatch.

For Freight, apply to
MEYER & Co.

Hongkong, March 2, 1877.

Shipping.

Sailing Vessels.

FOR MANILA.

The Spanish Bark
"TERESA,"
CREADA, Master, will be despatched for the above Port on or about the 20th Instant.

For Freight or Passage, apply to
SIEMSEN

To-day's Advertisements.

FOR SWATOW, AMOY & FOCHOW.
The Steamship
"DOUGLAS"
Capt. PRYMAN, will be de-
parted for the above Ports
on WEDNESDAY, the 11th inst., at
Daylight.
For Freight or Passage, apply to
DOUGLAS LARPAK & Co.
Hongkong, April 9, 1877. ap11

FOR HOIHOW.
The Steamship
"OLYMPIA"
NAGEL, Master, will be de-
parted for the above Port
on WEDNESDAY, the 11th inst., at 5 p.m.
For Freight or Passage, apply to
SIESSSEN & Co.,
Agents.
Hongkong, April 9, 1877. ap11

PACIFIC MAIL S. S. COMPANY.
CONSIGNEES per S. S. CITY OF
TOKIO, are hereby notified that all
Cargo impeding delivery is being landed
and stored in the Company's Godowns at
Praya Central and West Point at their risk
and expense.
RUSSELL & Co.,
Agents.
Hongkong, April 9, 1877. ap12

NOTICE TO CONSIGNEES.

P. & O. S. N. Co.'s S. S. LOMBARDY.

CONSIGNEES of Cargo by the above-
named Vessel, from Bombay and
Intermediate Ports, and in connection with
the *PESHAWUR* and *MIRZAPUR* from
London, and *AUSTRALIA* from
Calcutta, are hereby notified that their
Goods are being landed and stored at their
risk in the Company's Godowns, at West
Point, whence delivery can be obtained
from this date.
Goods not delivered by the 16th inst.
will be subject to rent.
ADAM LIND,
Superintendent.
Hongkong, April 9, 1877. ap16



TREASURY BILLS.

TENDERS OF SPECIE. Mexican Dol-
lars current in this Colony, weighing
1.7, in exchange for BILLS, drawn at 10
days sight on the Lords Commissioners of
Her Majesty's Treasury, will be received
by the Treasurer until 11 a.m. on WEDNES-
DAY, the 11th inst.
The Tenders to state the Total Amount
required, and the amount for which each
Bill should be drawn; but no Bills will be
issued for sums below £1,000.
The Tenders to be in duplicate, in Sealed
Covers, addressed to "The Treasurer," and
submitted "Tenders for Treasury Bills."
The right to accept, or reject, any or all
Tenders is reserved.
C. R. SHERVINGTON,
Lieut. Colonel,
Assistant Commissary General,
H. M.'s Treasury, Commissioners Buildings,
Queen's Road,
Hongkong, April 9, 1877. ap11



TENDERS FOR SAVING TIMBER.
will be received by the Undersigned
until Noon on MONDAY, the 16th inst.
Further Particulars may be obtained on
Application.
JOHN BRENNER,
Naval Storekeeper.
H. M. NAVAL YARD,
Hongkong, April 9, 1877. ap16

NOTIFICATION.

NOTICE is hereby given that an Office
of the FOREIGN INSPECTORATE OF
CUSTOMS has this Day been OPENED at
the Port of PAKHOI.
E. MCKEAN,
Commissioner of Customs.
Pakhoi, April 2nd, 1877. ap15

FOR SALE.

HENRIOT & Co.'s CHAMPAGNE.
Carte Blanche "Dry."
"Le ROSEBEE" & Co.'s CHAMPAGNE,
Carte Blanche.
JOHN DURAND & Co.'s CLARETS and
WHITE WINES.
SEABURY & KENTON'S PORTS and
SHERRIES.
MOUTON & Co.'s COGNAC, 1, 2, 3 Stars.
BEAUCY FRERES & Co.'s COGNAC.
JUSTUS LEMBEKE & Co.
Hongkong, April 9, 1877. ap19

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

Alden Bessie, American barque, Captain
S. Noyes.—Rosario & Co.
Mystic Belle, American ship, Captain
David Plummer.—Siemens & Co.
Rusina, American 3-m. schooner, Capt.
O. W. Hansen.—Arnhold, Harberg & Co.
Echo, British barque, Capt. George W.
Toser.—Arnhold, Harberg & Co.
Witbekken, British ship, Capt. Mann.
—Meyer & Co.
Isis, Dutch schooner, Captain J. Wertet.
—Order.
Rusina, American barque, Captain Brown.
—Vogel, Hagedorn & Co.
Abdonaut, British ship, Captain John
Anderson.—Meyer & Co.
Pearla, British ship, Captain W. S.
Harlock.—Douglas Laprak & Co.
Chilwin, British barque, Captain Wm.
Robertson.—Wielser & Co.

SHIPPING.

ARRIVALS.
April 8, *Ocean*, British steamer, 671,
J. C. Jacques, Saigon April 8, and Cape St.
James at midnight, Agent—JARDINE, MA-
THEWSON & Co.

ARRIVALS.
April 8, *Penedo*, British steamer, 652, J.
Cain, Bangkok March 31, Rice.—SIEMSEN
& Co.
April 8, *Humboldt*, German barque, 329,
A. F. Stall, Laguianman, March 28,
Timber.—EDWARD SCHELLHASS & Co.
April 8, *Jeddah*, British steamer, 1642,
J. L. Clark, Saigon April 8, Rice and
General.—THE CHONG HONG.
April 9, *Ningpo*, British steamer, 761,
R. Ossa, Shanghai April 5, General.—
SIEMSEN & Co.
April 9, *Godshill*, British steamer, 1240,
James Ranton, Hogo March 31, Nagasaki
April 4, Coals and General.—JARDINE,
MATHEWSON & Co.
April 9, *Corinna*, British barque, 395,
Wm. Robertson, Halphong March 23,
Rice.—WIELER & Co.
April 9, *Olympia*, German steamer, 777,
Nagel, Hoihow April 8, General.—SIEM-
SEN & Co.
April 9, *Shen-chi*, Chinese gun vessel,
160, J. H. Wado, Pakhoi April 9, and Hoi-
how 5.
April 9, *Lombardy*, British steamer,
1726, W. B. Hall, Bombay March 20, via
Galle and Penang, and Singapore April 5,
Mails and General.—P. & O. S. N. Co.
April 9, *Tartar*, British steamer, 1468,
Johnson, Saigon April 5, Rice.—ADAMSON,
BELL & Co.
April 9, *City of Tokio*, American steamer,
3800, Maury, San Francisco March 3, and
Yokohama April 2, Mails and General.—
P. M. S. S. Co.

DEPARTURES.

Apr. 7, *Montgomeryshire*, for Amoy.
8, *Albatross*, for Hamburg.
8, *Glaucus*, for Shanghai.
8, *Taiwan*, for Coast Ports.
8, *Agamemnon*, for London, &c.
9, *Ningpo*, for Canton.

CLEARED.

Elida, for Takow.
Caribbrooke, for Singapore.

PASSENGERS.

ARRIVED.

Per *Lombardy*, from Bombay, &c., Mr
and Mrs Sidford, Mrs Gibbon and infant,
Mrs Van Ess and infant, Messrs Ashton,
Mason, Forster, and Capet.
Per *City of Tokio*, from San Francisco,
Miss F. Wright, Mr and Mrs J. F. Sutton,
and 158 Chinese.
Per *Ningpo*, from Shanghai, Miss L. Ba-
nard, Capt. Roberts, Messrs Morrison and
Blogg, and 75 Chinese.
Per *Godshill*, from Hogo, Mr Nordenstedt.
Per *Ocean*, from Saigon, 2 Chinese.
Per *Penedo*, from Bangkok, 14 Chinese.
Per *Jeddah*, from Saigon, 2 Chinese.
Per *Olympia*, from Hoihow, 9 Europeans
and 67 Chinese.
Per *Tartar*, from Saigon, 22 Chinese.

DEPARTED.

Per *Glaucus*, for Shanghai, Messrs Green
and Daeth, Capt. and Mrs O'Malley, and
30 Chinese.
Per *Agamemnon*, for Straits, 800 Chi-
nese. For London, Mrs Hirth and 2
children, Mrs Sanders and child, Mrs
Fisher and 2 children, Master McClellan,
and Messrs Pinder, and Ringeling.
Per *Taiwan*, for Amoy, Mr John Moss;
for Shanghai via Fochow, Mr Lent.

TO DEPART.

Per *Caribbrooke*, for Singapore, 679 Chi-
nese.

SHIPPING REPORTS.

The British steamer *Ocean* reports: Left
Saigon on the 3rd of April, and Cape St.
James at midnight. Had strong N.E.
monsoon with head sea to Cape Varela,
thence to port moderate and light Easterly
winds and fine weather. Spoke the S. S.
Hankow, 40 miles west of Padaran. Passed
French Mail west of Paracels.
The British steamer *Penedo* reports:
Fresh N.E. monsoon with fine weather.
The German barque *Humboldt* reports:
Coast of Luzon calms and light land and
sea breezes. From Great Hermanos to port
light N.N.E. and East winds.
The British steamer *Ningpo* reports:
Light variable winds and foggy weather
throughout.
The British steamer *Godshill* reports:
Had favourable weather and light variable
winds throughout. Last thirty-six hours
foggy weather.
The German steamer *Olympia* reports:
Moderate Easterly winds and thick foggy
weather.
The British steamer *Lombardy* reports:
Fine weather throughout the passage.
The British steamer *Tartar* reports: Fine
weather to within 50 miles of Hongkong,
thence to arrival foggy weather with S.E.
winds.

NOTIFICATION.

NOTICE is hereby given that an Office
of the FOREIGN INSPECTORATE OF
CUSTOMS has this Day been OPENED at
the Port of PAKHOI.
E. MCKEAN,
Commissioner of Customs.
Pakhoi, April 2nd, 1877. ap15

FOR SALE.

HENRIOT & Co.'s CHAMPAGNE.
Carte Blanche "Dry."
"Le ROSEBEE" & Co.'s CHAMPAGNE,
Carte Blanche.
JOHN DURAND & Co.'s CLARETS and
WHITE WINES.
SEABURY & KENTON'S PORTS and
SHERRIES.
MOUTON & Co.'s COGNAC, 1, 2, 3 Stars.
BEAUCY FRERES & Co.'s COGNAC.
JUSTUS LEMBEKE & Co.
Hongkong, April 9, 1877. ap19

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

Alden Bessie, American barque, Captain
S. Noyes.—Rosario & Co.
Mystic Belle, American ship, Captain
David Plummer.—Siemens & Co.
Rusina, American 3-m. schooner, Capt.
O. W. Hansen.—Arnhold, Harberg & Co.
Echo, British barque, Capt. George W.
Toser.—Arnhold, Harberg & Co.
Witbekken, British ship, Capt. Mann.
—Meyer & Co.
Isis, Dutch schooner, Captain J. Wertet.
—Order.
Rusina, American barque, Captain Brown.
—Vogel, Hagedorn & Co.
Abdonaut, British ship, Captain John
Anderson.—Meyer & Co.
Pearla, British ship, Captain W. S.
Harlock.—Douglas Laprak & Co.
Chilwin, British barque, Captain Wm.
Robertson.—Wielser & Co.

SHIPPING.

ARRIVALS.
April 8, *Ocean*, British steamer, 671,
J. C. Jacques, Saigon April 8, and Cape St.
James at midnight, Agent—JARDINE, MA-
THEWSON & Co.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

MAILS BY THE ENGLISH PACKET.
The English Contract Packet *KHIVA*,
will be despatched with the Mails for
Europe, &c., on THURSDAY, the
12th inst.

The following will be the hours of closing
the Mails, &c.:—

Wednesday, 11th inst.—

5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night
Box, which remains open all night.

Thursday, 12th inst.—

7 a.m., Post Office opens for sale
of Stamps, Registry of Letters, and
Posting of all correspondence.

10 a.m., Post Office closes except for Late
Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted with
Late Fee of 18 cents extra
to Postage till

11 a.m., when the Post Office Closes
entirely.

11.30 a.m., Letters (but Letters only
addressed to the United Kingdom
Via Brindisi or to Singapore, may
be posted on board the Packet with
Late Fee of 48 cents extra postage,
till

11.50 a.m., when the Mail is finally
closed.

Hongkong, April 3, 1877. ap12

MAILS BY THE FRENCH PACKET.

The French Contract Packet *DIEMNAH*,
will be despatched from Hong-
kong on THURSDAY, the 12th
inst., with Mails to and through
the United Kingdom and Europe,
via Marseilles, to Saigon, Singapore,
Batavia, Galle, Australia, New Zea-
land, Tasmania, Fiji, Aden, Sey-
chelles, Reunion, Mauritius, Suez,
and Alexandria. This is the best
opportunity for forwarding Corre-
spondence to E. Africa, the Cape,
St. Helena, and Ascension.

Letters may also be forwarded to INDIA
by this Packet.

The following will be the hours of closing
the Mails, &c.:—

Wednesday, 11th inst.—

5 p.m., Money Order Office closes. Post
Office closes except the Night Box,
which remains open all night.

Thursday, 12th inst.—

7 a.m., Post Office opens for sale of
Stamps, Registry of Letters, and
Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late
Letters.

11.10 a.m., Letters (but Letters only
except those to and through Austr-
alia may be posted on payment
of a Late Fee of 18 cents extra
postage, until

11.30 a.m., when the Post Office Closes
entirely.

Hongkong, April 5, 1877. ap19

Shipping Intelligence.

HOME SHIPPING.

The following is corrected from the latest
London Papers:—

DEPARTURES.

Jan. 4, C. R. Bishop, from London to
Hongkong.

Jan. 11, Windhover, from London to
Shanghai.

Jan. 12, Woodhall, from Hamburg to Hong-
kong.

Jan. 12, Hope, from London to Hongkong.

Jan. 16, Gryfe, from Cardiff to Hongkong.

Jan. 18, Batavia, from Hamburg to Hong-
kong.

Jan. 31, Forward Ho, from London to
Shanghai.

Feb. 1, Robert Henderson, from Buryport
to Hongkong.

Feb. 2, Polynesia, from Cardiff to Hong-
kong.

Feb. 3, Carriall, from Cardiff to Hongkong.

Feb. 6, B. Aymer, from Victoria to Shang-
hai.

Feb. 8, Daphne, from London to Hong-
kong.

Feb. 12, Reading Wind, from Antwerp to
Hongkong.

Feb. 15, Bertha (str.), from Cardiff to
Hongkong.

Feb. 17, Therese Behn, from Cardiff to
Hongkong.

Feb. 18, Matchless, from Cardiff to Hong-
kong.

Feb. 19, Cactus O., from Cardiff to Hong-
kong.

Feb. 19, F. P. Lichfield, from Cardiff to
Hongkong.

Feb. 19, Malpu, from Cardiff to Hongkong.

Feb. 20, Penrith, from London to Hong-
kong.

Feb. 22, Bntd, from London to Hongkong.

Feb. 23, Osaka, from London to Hongkong.

Feb. 23, Belled Will, from London to
Shanghai.

Feb. 24, Peronia (str.), from Hamburg to
Shanghai.

Feb. 25, Argentine (str.), from London to
China and Japan.

Feb. 26, Fleur Castle (str.), from London
to Shanghai.

Feb. 27, Gold Hunter, from Cardiff to
Hongkong.

Feb. 28, Anishole (str.), from Liverpool to
Shanghai.

Feb. 28, Glenarra (str.), from London to
Shanghai, (leaves S. S. S. S. 7th April).

Feb. 29, City of Aberdeen, from London to
Shanghai.

Feb. 29, Chingvalla (str.), from Cardiff to
Hongkong.

Feb. 28, D. McE. Park, from Sunderland
to Singapore and Hongkong.

March 1, Isles of the South, from Cardiff to
Hongkong.

March 1, Brown Brothers, from Cardiff to
Hongkong.

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.

Chilida.

Scindia.

Stirling.

Stirling.

Stirling.

Stirling.

Stirling.

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General Memoranda.

WEDNESDAY, April 11:—

Daylight.—*Douglas* leaves for Coast Ports.

11 a.m.—Sale of Sundries at Govt. Store.

11 a.m.—Tenders for Treasury Bills re-
ceived by the Assistant Commissary
General.

5 p.m.—*Olympia* leaves for Hoihow.

THURSDAY, April 12:—

Noon.—English Mail leaves for Ports
of Call and Europe.

2 p.m.—Sale of Ground, at Queen's
Road East.

FRIDAY, April 13:—

Noon.—General Weekly Sale by Messrs
Lane, Crawford & Co.

SATURDAY, April 14:—

3 p.m.—American Mail leaves for Yoko-
hama and San Francisco.

MONDAY, April 16:—

Noon.—Tenders for Saving Timber will
be received by the Naval Storekeeper.

Goods per *Lombardy* undelivered after
this date subject to rent.

FRIDAY, April 20:—

Torad leaves for Manila on or about this
date.

TUESDAY, May 1:—

3 p.m.—Occidental & Oriental S. S. Co.'s
Steamer leaves for Yokohama and San
Francisco.

MEMOS. FOR TO-MORROW.

Shipping.

Goods per *Lombardy* undelivered after
Noon, subject to rent and landing
charges.

THE

HONGKONG DISPENSARY.

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' SUNDRIES, NURSERY REQUI-

SITES, TOILET REQUISITES, ENGLISH,

AMERICAN, AND FRENCH PATENT

MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water,
Gingerale, Potass Water, Sarsaparilla
Water, and other Aromatic Waters.

The Manufacture is under direct and
continuous European Supervision.

Hongkong, June 1, 1876.

The publication of this issue commenced
at 7.40 p.m.

BIRTH.

At Tientsin, on the 27th March, the
Wife of G. W. COLLINS, of a Son.

DEATH.

At Chinkiang, on the 30th ultimo, very
suddenly, A. W. SPENCER.

THE CHINA MAIL.

HONGKONG, MONDAY, APRIL 9, 1877.

"ACCURACY in geographical and statisti-
cal information is much to be desired,"
says the *New York Times*, and forthwith
our contemporary gravely proceeds to
correct some information respecting the
Far East, given in an unfortunate geo-
graphical work he is reviewing, by stat-
ing that there are in China four towns
whose populations are over a million,
namely, "Canton 1,000,000, and Shang-
hai, Shanghai, and Singapore, each with
a population of a million." This is ra-
ther worse than a certain performance
of the *Shanghai Courier* the other day.
Our northern friend had prepared quite
a "leaderette" of withering remarks on
the fact that our London correspondent
had given the names of the Chinese
Ambassadors incorrectly, and, lo, in the
next Japan paper that came to hand we
found our contemporary taken to task
for some silly mistakes he had made in
Japanese names, not in writing a hurri-
ed letter, but in composing a sober lea

No. 4296.—APRIL 9, 1877.]

detailed in another column, for the year ending March, 1877, appears an item of £10,400 for the Yunnan Mission, to be repaid by the Chinese Government. The Messageries Maritimes intend to despatch the *Volga* from London, as an extra steamer on the 31st inst., to Yokohama, calling at the intermediate ports in the Straits and China.

We understand that tenders have been invited by the Directors of the P. and O. Company for the construction of steamers of 3,500 tons, with a speed of fifteen knots.

It has been stated by the Earl of Derby that the Convention entered into by Sir Thomas Wade has not yet been ratified. A deputation from the Associated Chambers of Commerce waited upon him on the 27th ult., when Mr Ashworth, one of the gentlemen composing it, asked whether the Treaty had been ratified. Lord Derby's reply was that it had not. It was under consideration, and Sir Thomas Wade had been requested to prepare a memorandum upon the whole subject, giving in full his reasons for every concession he had made. The answer is significant, and is satisfactory as showing that the Government will not be induced to give up any rights already existing under Treaty, without being fully satisfied of the justice or advantage of doing so. The clause which will be most carefully scrutinised is no doubt that relating to the Leken and other internal taxation.

Hamburg, Feb. 27.—Since my last report shipping has been rather slack, and especially the arrivals from Transatlantic ports fell short. This, however, is to be attributed to the very soft winter which allowed the vessels instead of waiting in English ports for the reopening of shipping to come here right away at a time when after the usual run of things the river would have been full of ice. As arrivals from the Far East we have to register the *Galatea*, s.s., Captain Boehme, from Shanghai, &c.; *Peprax*, Jensen, from Tahiti (Friendly Islands), and *Motis*, Kling, from Bangkok, the latter after having been repaired at St. Helena, where she had put in leaky. Of departures we can only report the *Ferona*, Captain Schultz, for the usual route to Penang, Singapore, and China. On to the berth for the East are at present the *Galatea*, s.s., for Penang, &c.; *Anna*, Mosenthal, for Singapore; *Vera*, Nordberg (Norwegian bark), and *Adolph*, Horn (German bark), all voyaging, both for Hongkong; and *Bernhard Carl*, Lueders, for Japan.

In other directions only thirty-three vessels are on the berth, certainly not sufficient number to encourage the German trade.

The First Lord of the Admiralty has awarded a vacant good service pension of £300 per annum to Vice-Admiral Sir Charles Shadwell, K.C.B., F.R.S., who was Commander-in-Chief on the China station from 1871 until 1875.

The Chinese gunboat *Gemma* and *Delta* have been detained at Plymouth by bad weather. Mr Campbell, the agent of the Chinese Government, finally despatched them on the 28th ult.

The Chinese Envoy and his suite will be present at the Drawing Room which will be held by the Queen this day.

Peru.—Congress has recommended the Executive to establish a steamship line for the introduction of free Chinese labour into the Republic. The objection of Congress to the contract previously proposed was that the Government undertook what Congress alone could sanction.

THE NAVIGATION OF THE HAINAN STRAITS.

The following instructions supplied by Captain Cooke, of the Chinese gunboat *Ling-Feng*, in May, 1876, together with the following additional directions supplied by Commander Cochrane, R.N., of H.M.S. *Lily*, in March, 1877, for entering the Hainan Straits, are published in the *Government Gazette*.

SUGGESTIONS BY CAPTAIN COOKE, OF THE CHINESE GUNBOAT "LING FENG" FOR ENTERING THE HAINAN STRAITS FROM THE EASTWARD.

It is dangerous to make the land in thick weather, or at night, as sand banks extend 20 miles North-east of the head.

Make Head for it until about six miles from it. Then steer a North-westerly course until Po Ohui Pagoda is well open of Hainan Head bearing S. 40° W. Pass about four miles North of the Head. Then curve out, keeping eight miles North of the land until the Hummocks bear S.S.W., when run in for Hoi-how Bay, passing outside the Fishing Stakes.

The conspicuous marks on the land are as follows:—

Mo-fou, high, bold, and large—makes an island, is often mistaken for one of the Ta Ya Islands, which are comparatively small.

Hainan Head, moderately bold land, with a distinctly marked Dome on its end. The Head has rocks extending about five miles to the Eastward of it.

Po Ohui Pagoda, which is on the top of, and in the centre of three remarkable hills—these hills make an island.

After passing Po Ohui, Kim Shu Pagoda is distinctly seen, and then the Hummocks, which are two domes close together.

The Sand Banks are very distinct, having dark yellow on them with heavy breakers at all times. The channels between them are from 4 to 5 miles wide, with a depth of 12 fathoms, and a light green-coloured water.

The tides are very strong, heavy overfalls existing all about the head.

These remarks must not be taken as sailing directions, but as suggestions.

SAILING DIRECTIONS FOR HOK-HOW FROM HONGKONG BY THE TAYLOR ISLAND ROUTE (CLOSE-ROUNDER N.W. POINT OF HAINAN), BY COMMANDER COCHRANE, R.N., OF H.M.S. "LILY."

Shape a course for the Taylors Islands S.W. by W. within 7 or 8 miles of the North-Tou, steer about W.S.W. till Mount Mo-fou is sighted, when the ship can gradually be hauled more to the westward, so as to pass about four miles to the northward of Mount Point. Keep on a west course till Mount Mo-fou bears S.S.E. by E. when steer about N.W. by W. for N.E. Point of Hainan. A line of breakers will be seen clearly on the starboard hand. When approaching the N.E. Point, and within four miles of it, should you shoal to under 10 fathoms and be under 24 miles from the land, you should haul to the Northward nearer the breakers. When at

a distance of a mile or a mile and a half of the Point, keep nearly mid channel between the breakers and the Point. As you near the Point, close the land a little, as shoal water extends from the breakers about half way to the Point. Abreast the Point, the North extreme of breakers bears E. by N. one mile. A reef awash at high water runs due North ½ mile from the N.E. Point. The courses from the time of hauling up for the Point till abreast the North extreme of reef will probably be from N.W. by W. to N.N.W. ½ W.

The reef may be rounded at any convenient distance. The only known danger for several miles to the Northward of it is a small shoal which breaks in heavy weather and is said to have four fathoms at low tide, 24 miles N.W. ½ W. of the N.E. Point.

The *Lily* rounded the reef at about ½ of a mile with no bottom at 15 fathoms. At times the current of the Head runs 5 to 6 knots, sweeping sharply round the Point. Owing to this, and to the narrowness of the Channel it is not advisable for any shipmaster to attempt the passage for the first time without a pilot. The show-chow water occasionally is very heavy.

When round the Point steer W. ½ S. This course should lead well clear of the shoals between Pochiu and Backha Points, but if the current is running strong to the Westward a more Northerly course may be necessary as the West running stream often sets nearly S.W.

If ten fathoms or under are obtained when in the bay between Pochiu and Backha Points the vessel's head should be turned to the Northward at once as she will be very close to the shoals, and possibly in calm weather the sea may not always break on them.

When abreast the fishing stakes of Backha Point, which extend about 1½ miles in a N.W. direction from the Point, steer in about S. 30° W. for the Hummocks, two extinct craters 6 or 7 miles inland on the Western side of Hoi-how Bay.

A good anchorage, in 3 fathoms, will be found with the West Fort at the entrance of Hoi-how river about twice its breadth open of the end of the sand spit which the Hummocks bearing S. 23° W. end of sand spit S. 73° W.

(Signed) BARTLE E. COCHRANE, Commander R.N.

Police Intelligence.

(Both Magistrate Sitting.)

April 9, 1877.

ON THE SPREE.

George Knight, Frederick Abbott, John Kitta, and Alex. Grimaldi, seamen H.M.S. *Charley* were brought up by P.O. Sonbitt Singh No. 568 under the following circumstances. The 1st defendant was seen with a curio box in his hand pursued by a Chinaman. He ran into a shop, but the keeper thereof ejected him and the Constable arrested him. He resisted him, however, struck him and bit him on the finger. The 2nd defendant came to him and tried to rescue the 1st defendant. The 3rd and 4th defendants also interfered and struck the Constable. The 1st defendant tried to prove mistaken identity. He was simply passing along and was taken up by mistake. The other defendants said they had no intention of interfering with the police. The 1st defendant was fined \$1 and to pay 50 cents amends. The others were fined 50 cents each.

UNLAWFUL POSSESSION.

Tang Afat and five others were brought up for stealing some poles from a mat-shop Theatre which had been pulled down at Apleshew to be transferred to Aberdeen. The 1st defendant was fined 40s, or one month's hard labour. The others were discharged.

"IGNORANTIA LEGIS NEMINEM EXCUSAT."

The junk-master who was charged with having on board his junk a quantity of loaded stink-pots was again brought up today. After referring to the various enactments and proclamations on the subject, the Magistrate fined the defendant \$5.

LARCENY.

Kwan Aaw, coolie, and Wong Ahoi, a bricklayer, were brought up again for stealing \$22 from a coolie house at Saiyungpoo. The 1st defendant admitted that he had picked up a packet of silver, but it contained only \$16, and he gave it to the 2nd defendant who invited him to a brothel, and gave him only a few of the dollars. The 2nd defendant also admitted the receiving, but that he did not know that the money was stolen property. The 1st was sent to one month's hard labour and to be twice flogged 10 strokes each time on the breast. The 2nd was sent to four months' hard labour.

A FOREIGN LOTTERY.

Ng Akwing, a shop-boy, was brought up for carrying on gambling, in that he had a quantity of books of the Waijing lottery. The defendant said he was employed in a shop at Macao and he was sent over by his master with the books to deliver them to the parties addressed. The addressees were all subpoenaed to attend, but only a few were examined. They denied that they bought any of the lottery, but the addressees were there. The Magistrate said he had power to fine any one in possession of such books \$200, or send them to six months' hard labour in default thereof, but he would now treat the defendant as a rogue and vagabond and send him to one month's hard labour.

TRAFFIC IN WOMEN.

Lo Woh Yip, a married woman, and Leung Aai, a widow, were again brought up to answer the charge of bringing a woman into the Colony with intent to sell her to Singapore. It appeared from the enquiries made that the defendants were really the consorts of the 1st defendant's husband, and that she was not kidnapped down here. The girl herself admitted that the charge she brought was false, but she did so because she wanted freedom, and the 1st defendant had said that she would sell her to Singapore. The defendants were therefore discharged, and the prosecutor fined \$40 or fourteen days' solitary confinement. A man came forward to claim the prosecutrix as her father, but she would not recognise him.

CHINA.

SHANGHAI.

(News.)

The French gunboat *Surprise* arrived on Saturday.

Mr Robert Hart, the Inspector-General of Customs, arrived yesterday (April 8) from the North, by the steamer *Chin-tung*.

We understand that the Refugees who were encamped outside the South Gate left on the 27th March, for their native districts. The China Merchants Steam Navigation Company's str. *Hochung* came into port on the evening of the 29th ult., having been away between four and five months. When she left she was cleared for Swatow; thence she returned to Amoy and took coals to Singapore. From there she went to Penang, Calcutta, Madras and Rangoon; and on her northern passage called at Penang, Singapore, Hongkong, Amoy and Poochow.

The entries for the Shanghai Spring Race meeting closed on Saturday, as follows:—

CHU-KA-ZU CUP	18
CRITERION STAKES	7
GRIFFIN STAKES	60
JOCKEY CUP	21
BROOKS' CUP	22
TATLER'S CUP	15
ROADSTERS' PLATE	18
GRAND ANNUAL STEEPCHASE	10
SHANGHAI CUP	26
SHANGHAI DERBY	39
SPRING CUP	27
CONCORDIA CUP	30
RACE CLUB CUP	22
TATLER CUP	32
HURDLE RACE	5
SHANGHAI CLUB CUP	46
GREAT NORTHERN PLATE	31
LADIES' PURSE	10
KIANENG PLATE	47
CHAU-SHANG-KUO CUP	27
CONSOLATION CUP	47

The entrance fees amount to Tls. 3,625. The attendance on the Course on Saturday was very numerous, and was followed in rapid succession. Owing to the rain that had lately fallen, however, the course was somewhat soft; but the running was, nevertheless, good on the whole; and with the numerous entries above given, proportionate acceptance may be expected, and good fields be presented at the post. So far, taken altogether, the coming meeting bids fair to be one of the most successful ever known in Shanghai.

H.B.M.'s gunboat *Midge* arrived yesterday (April 2nd).

The late Tartar General of Fokien, accompanied by his family and a large suite of attendants, occupying two steam-gunboats, arrived at Shanghai on Sunday, en route for Peking. One of the vessels was moored in the stream, and the other laid alongside the wharf. The latter was housed in the dock being converted into a reception-hall; and nearly all day yesterday, the French Band was employed by the arrival and departure of numerous visitors. The General will resume his voyage to Tientsin in the course of a day or two.

It seems that the Russian steamer *Padrak* grounded on the Blockhouse spit during Thursday night. Being unable to get off with her own power, three tug-boats and about half a dozen lighters went to her assistance. The greater part of her cargo, consisting of jettisoned, had to be stored until midnight on Sunday that she was towed off. During Saturday night a high sea was running, and one of the lighters was swamped, and it has not quite disappeared, and it is expected that it will soon be raised. The *Padrak* came up the river yesterday (April 2nd) and anchored before the Naval Yard.

About 2.30 yesterday morning (April 2nd) a shocking attempt to murder was made on board a native boat on the Soochow Creek. Two boats were moored together, a man and woman forming the crew of one, and a man only that of the other. This man solicited the woman to come to his boat, but the request was overheard by her companion, who got up and interfered. The fellow immediately took up a heavy wood-chopper and attacked him savagely, fracturing his skull in two places and inflicting a severe scalp wound besides. An alarm was given, and the injured man was rescued and removed by the Police to the Shantung road Hospital, where he now lies in a dangerous condition. His assailant was apprehended, and taken yesterday before the Mixed Court. The Magistrate considered the case too serious for him to deal with, and sent both the accused and the woman into the City to be dealt with by the Cheong. The woman being questioned as to its commencement she merely said she saw the men begin to fight, and knew no more about it.

PEKING.

The "Ninth Prince," as the youngest of the four Imperial Princes was commonly called, died yesterday after a long illness. His official designation was Prince of Fu. He was uterine brother of the Prince of Ch'ien (the so-called seventh Prince, and father of the young Emperor); but, unlike the seventh Prince, he bore a high reputation for mildness and uprightness of character. He was about 35 years of age.

NEWCHANG.

We have had no skating, and what is worse no business. Our couriers have loitered or been wind-bound, and now, just as we are hoping that the first steamers will soon arrive, we learn that the regular steamer (S. S. N. Co.) will be in the hands of the natives. Sportsmen have been successful, however; no less than four Bustards having succumbed to the guns of two good shots. Bowling must not be forgotten, and it is some satisfaction to place on record that for the first time in the annals of this port, the highest possible score has been attained. This occurred on 1st March, when the successful bowler, our worthy fellow resident, Rittler L. von Fries placed the following totals in his already very high averages: 228, 215, 300, 201, and 42. Average, 235½ points.

Snow has fallen much to the satisfaction of agriculturists, and the weather is not so intensely cold as it has been for the last three months. The river usually breaks up about St. Patrick's day, but as a rule the ice floats up and down with the tide till about 20th March, and we have known some years when it was not safe for wooden vessels to come into harbour before 1st April. This season looks like a late one.

As usual, St. Patrick's day did not leave the ice intact. The *Tekin* came on the 18th, and the *Foonchow* three days later; but even now there is a good lot of ice in the river, and natives don't like to lose cargo-boats. *Sam Sio* is the first pilot boat launched, but marks have not been put down yet of course. The *Lighthouse* is in position.

15th March.

Five vessels have arrived, the *Yankee*, *Canton*, *Adolph*, *Novelly*, *Cornelia*, and *Ida*, and *Madagascar*. The *Yankee* leaves to-day with the ice freight which the first steamer always obtains. The *Yankee* will clear for Canton and Swatow tomorrow. The

ice is still dangerous, at times, for vessels not made of iron.

Our market, after a collapse which lasted the whole winter, has opened at last, and some sales of 8,7 Grey Shirts have taken place at Tls. 1.40 to Tls. 1.50; English Drills at Tls. 2.20 to Tls. 2.25; Malwa, Tls. 4.40 to Tls. 4.45. Export produce remains awfully dear, and freights will have to be low to make it worth while for shippers to operate.

The C.M.S.N. Co. have an office in the native city, and talk of doing a regular steamer business. The *Mulle*, by some other name, may perhaps keep up the line, but it is to be hoped the other great steamer Companies will compete.—N. C. D. News.

STRIKE OF WHEELBARROW COOLIES AT SHANGHAI.

Yesterday (April 2nd) the doubled tax on wheelbarrows came into force, the coolies being now required to pay 400 cash each per month instead of 200. Nearly all of them have struck against the additional impost; and early yesterday, some hundreds, without their barrows, assembled in the precincts of the Mixed Court, and sought the advice and protection of the Magistrate.

Chen at once hastened to the Central Police Station and reported the matter, but was of course told that the Police had no power to interfere; it was a Municipal order and must be carried out. It also appeared that nearly all the coolies were prepared with their ordinary tax of 200 cash each, which was all they had in their possession, and that although some of them were willing to pay the double tax, they were unable to do so for want of means. Others, again, evinced a determination to resist the increase, and several who had paid the 400 cash and received their license, were waylaid in the course of the forenoon, and robbed of their ticket, which was instantly torn up and thrown away.

On these facts becoming known to the Police, measures were taken to prevent such attacks, and constables were detailed to watch in all quarters. The coolies continued to assemble in groups throughout the day, but no further outrages were reported, though it is not easy at present to foresee how the matter will end.

As the day wore on, however, those who had money began to call for their licenses; but instead of the 800 or 1,000 who usually take them out on the first day, only about 200 obtained them. The sudden withdrawal from traffic of thousands of wheelbarrows gave the streets a peculiarly deserted look, though enhancing the convenience of drivers.—The increased tax on jinrikishas, from 400 cash per month to 600, comes into force to-day, and indications are not wanting to show that similar difficulties will arise with those vehicles. It seems to us that the increase is rather excessive in both cases.

A few more wheelbarrow coolies paid their double tax yesterday (April 2nd), but the majority still hold out, and it is believed that many have gone home to their native districts.—The licensing of jinrikishas commenced at five o'clock yesterday morning, and, contrary to expectation, their owners attended in large numbers throughout the day to pay the increased tax, thereby showing that the traffic is a profitable one. Nearly all the vehicles had received a fresh coat of paint or varnish for the occasion, which literally in hundreds of instances hid rotteness and insecurity, giving the inspectors much trouble to detect previously-rejected ones. All these were of course again rejected, each vehicle being marked as the license was refused; but the owners were in many cases equal to the emergency and by dint of scrubbing and scraping obliterated the marks and obtaining another runner presented the same vehicle two, or three times over. These attempts, however, did not succeed. Even with the reduction in numbers caused in this way, there is little probability of public inconvenience arising; for, we believe, the number of licenses will in future be unlimited.—N. C. D. News.

RIOT AT NINGPO.

We have a further account of the riot at Ningpo.

About 6 p.m., a Chinese ran to the Police Station, stating that there was a great row on the bridge, and that Antoine (the foreign toll collector) would be killed if assistance did not come. Mr. Golding (the Superintendent of Police) accordingly went down with a Chinese Constable and an Interpreter, and found a great crowd on the bridge and on the neighbouring ground. Having made his way to the collector's box, he saw a man lying covered with blood, on the counter. He wanted to take him away on a stretcher, to the doctor; but the crowd would not allow it, and cried out to "kill the foreigners." They caught hold of the Interpreter, but a very respectable Chinese got near and called out that they (the Police) had nothing to do with the bridge; and at the same time told Golding to get away as fast as he could. There was another cry of "kill, kill," and Golding was again told to go away, and deemed it wise to obey. He soon after met Colonel Cooke walking with the *mafo* leading his pony, and reported the circumstances. Colonel Cooke told him to return with him to the spot. They made their way to the collector's box, the crowd opening before them, and Colonel Cooke again tried to take the wounded man away to the doctor. A stretcher was called for and the man placed on it; but just as four coolies were about to lift him, another cry of "kill the foreigners!" arose. Cooke held up his hands and the people were quiet. He asked those near: "What did the people want? He wanted to try to save the man's life. Some of them cried, 'Let him stay till his friends come.' Cooke replied 'all right'; but the crowd again began to sway and press, getting up the metal cry. Suddenly, a rumble was heard as of a body of men approaching, and the cry arose, "here they come, the soldiers are coming." Cooke at once told Golding and the Interpreter to go, as quick as they could; the people opened, and a fresh crowd came down at a run. Cooke was swept back twenty yards, and then was renewed loud shouts of "kill, kill!" A lot of soldiers and others surrounded him, saying, "We have you now," and one soldier caught him by his coat at the throat, and another behind, while a boatman seized his left arm. Fortunately, Colonel Cooke had with him a powerful dog, which he was holding by a handkerchief; and judging things were becoming pretty serious, knocked down the man in front and slipped the dog, which sprang up with a roar that made the others fall back, and caused an opening through which Cooke slipped and escaped followed by stones and yells of "kill, kill." Mr. Cooke's companions shortly afterwards

he was told the *mafo* had found his way thence, and ordered him to take the pony home, sending by him a note for some of his soldiers. The people knew the *mafo*, and tried to get hold of the pony; but he luckily happened to dislike handling, and commenced rearing and kicking so that no one could touch him or the *mafo*, and they both got through. The message brought the soldiers, and when they arrived Colonel Cooke returned to the bridge, where H.B.M.'s Acting Consul had already arrived. At their appearance the people became quiet. Shortly after the Teetel and Chehsien came down, and they had the wounded man removed into Antoine's house, where Dr. Maekenzie visited him. He said there was a chance for him, but a doubtful one as he had bled for so many hours; the row having begun about 6.30, and it being now about 9. The official party remained on the spot till about 1.30. The Bridge Co. were arrested during the interval, and this calmed the people, and probably prevented a more serious row.

The wounded man died the following day at 3 o'clock; and up to the night of the 30th the military authorities would not allow him to be placed in a coffin, but had him carried to the Tartar parade ground, where the Teetel has a camp—a bad proceeding, as the view of the body is likely to excite the people.

There seems no doubt that the late riot originated in the injudicious action of the toll collector, Antoine. There had been a procession in the Kampe (foreign Settlement) that day, and several theatres erected, causing a great influx of people. As usual, the bridge was doing its best to reap a great harvest, about sixteen Chinese being employed to collect cash from the passengers. Among the latter were a few soldiers who had leave to visit their family graves, and were wearing their uniform. It is Chinese custom that all officials and men in uniform should pass free over bridges, ferries, or wherever toll is payable; and that custom has been observed hitherto at the Bridge of Boats. One of the soldiers, however, seems not to have known of the custom, and tendered his 4 cash. Not content with what he might have regarded as a windfall, the toll-collector required that one (which was small or broken) should be changed; and when the man demurred, seized hold of him. Some pushing and pulling ensued, and when the other soldier saw their comrade being pushed, they began pushing too. Antoine on this struck out, whereon the soldiers seized him and began dragging him across the bridge. The bridge coolies came to his rescue, and a free fight ensued between them and the soldiers, who were by this time reinforced by other arrivals. One of the soldiers got a terrible wound on the head in the mêlée; and Antoine, who got free, had to run for his house.

What followed has been already described. What has yet to come, it is difficult to predict. It is needless to say the bridge is free up to this.—It would not be safe to attempt to collect cash just at present—and it is reported that the Chinese are determined that it shall remain free, or be removed.

From the fault of the management, the bridge has always been unpopular. It is generally understood that one of the conditions of its erection was that the proprietors should pay a fixed sum in compensation to the ferry-men who used to ply at the spot; but that the agreement was never carried out. Then the Chinese wanted to buy the bridge in order to free it; but such an outrageous price was demanded that it could not be entertained; and the result of these things was that a free ferry was started alongside, which at once took away nine-tenths of the business. It remains to be seen what will be the end of the present trouble. The Chinese are said to be determined that either the toll or the bridge shall come to an end, this time; and unless some understanding is come to, a further and worse row is quite among the possibilities.—N. C. D. News.

Japan.

YAGASAKI.

(Cosmopolitan Press, March 28th.)

In an attack upon the Imperial troops made by the Satsuma men near Utsuki, they resorted to an old stratagem to overcome their opponents, by dressing up figures in uniform, and composed of straw, which were pushed forward by good marksmen, concealed behind them which considerably awed the Imperialists, by their immobility and sure aim. The result of this stratagem was, killed 1,400, wounded 3,000. The sketch of the scene is before us, and we would be glad to reproduce it if we had space.

The first boat load of wounded men, was a novelty to many on-lookers, and the Rind was crowded on Saturday last by natives, and a few foreigners. The horrid sight has now become so common that it calls for but little attention.—It is positively wonderful to witness the stoicism of these men under suffering.—The American Indian could not display greater immobility of countenance, than did the wounded men; some with their arms out off by the sword, and suffering under other bodily wounds, not a groan was heard from any of them, as they were being landed from the coal barges which brought them on shore, and those whose legs were not wounded, pluckily walked the wretched plank; the men looked as if they had done their work, and would do it again if they had the chance.

THE INSURRECTION IN JAPAN.

(Tele. Times.)

So far as the public are allowed to know the situation at the south-west has undergone few changes since our issue of last week. The Imperial troops had then effected a landing at more than one point in the rear of the insurgents, and it is evident that they hold without difficulty every position they have gained; but, at the same time, the advances toward the rebel centre, where Saigo is stationed, are extremely slow. The daily contests continue, though no battles of real magnitude is yet reported. The important information that was confidently looked for last Monday has not been received, and the prospect of its arrival is not so definitely announced. Great caution is observed by all connected with the government in speaking of the condition of affairs and the progress of events, but we find no reason to suppose that any doubts are entertained as to the result of the ultimate struggle, which, we are given to understand, is deferred from a prudent desire to avoid needless risks and to avert the sacrifices that might follow a premature display of the strength which it is supposed to possess in such force as is possible to bring about a

termination of the strife without excessive waste of human life. It appears certain that the party of revolt has made no single forward step within the last fortnight. New light will presently be thrown upon the attempt to involve certain high officers of government in a pretended plot for the assassination of Saigo Takamori. A rigid examination of the circumstances under which the signatures were obtained to the preposterous "confessions" of the alleged conspirators at Kagoshima is now progressing in Tokyo. The police agents aver that their admissions of guilt were extorted from them by intolerable tortures. The temporary headquarters of the Navy have been removed from Kobe to Nagasaki. A bureau for the transaction of business connected with the forthcoming Exposition in France has been opened at the Naimu Sho (Home Department) in this city. The Emperor and his family, with the majority of the government, remain at Kyoto. A course of fortnightly lectures was inaugurated last Saturday evening at the Kai Sei Gakko, under unpleasant conditions, the Japanese participants in the exercises having shown great and unprovoked rudeness.

The principal advantage gained during the week by the national troops is said to have been the dispersal, on the 26th inst., of the rebel force occupying a portion of the ground between Kumamoto and Utsuki. They were pursued to a considerable distance eastward, and were eventually prevented from rejoining the main body in the southern suburbs of the invested city.

MR PEPPYS AND HIS FAILINGS.

The "Pall Mall Gazette," in a review of a recent new edition of "Peppys Diary," makes the following reference to an admirable weakness of the diarist:—"Another failing which he has freely confessed, but for which, we regret to say, he shows little contrition, is a tendency to 'gallivanting'; we may call it, but perhaps unbecomingly, and perhaps misleading would be to ascribe the fact. Whenever he got from under the range of Mrs. Peppe's eye, and within range of any prepossessing female, married or single, he either kissed her, or with unblushing candour, expressed his regret that he did not. His recorded handshakes are more than we should care to count, but his kisses defy computation. He seems to have pretty nearly kissed his way back from Cambridge when he went to see his brother John. No sooner has he landed in Holland than we find him kissing 'two very pretty ladies, with black patches, who were in the coach with him. And on his way home at Gravesend he observed, 'a good handsome wench, the first I have seen a great while,' and promptly refreshed himself. At Chatham, again, showing some ladies over the *Royal Sovereign*, he put them into the lanterns and kissed them, 'demanding it as a fee.' One of them, Mrs. Rebecca Allen, especially took his fancy, and he had little pleasure in a 'fine collation' for the intensity of my mind upon her." However, he was "exceedingly merry," and had the opportunity of kissing Mrs. Rebecca very often. Next morning, when before breakfast, the rogne was at it again. "I did again please myself with Mrs. Rebecca," and there he left for London, "a little troubled to part with her, for which 'God forgive me.' Dining at a tavern with Mr. Creed and Moore, 'I saw the girls of the house, being very pretty, go into a chamber, and I went in after her and kissed her.' In short, he never let an opportunity slip. No one will sympathise with him when he complains that 'the mayde that my wife hath lately hired is very ugly, so that I cannot care for her; and everyone, with any sense of justice, will rejoice when he reads of Peppe's coming in and catching a Frenchman kissing Mrs. Peppe, which curiously he 'did not like' and of his 'meeting a French footman who was in quest of my wife, and spoke with her privately, but I could not tell what it was, only my wife promised to go to some place to-morrow morning, which do trouble my mind how to know whether it was.' No man stood more in need of a practical illustration of 'Saves for the goose' than the manœuvre about a certain journey to Portsmouth on which she wished to accompany him, while he wished her to go to Brampton; but virtue was not triumphant here any more than on the Restoration stage, and 24 hours later we find Peppe at Portsmouth kissing Mrs. Pierce."

Quotations.

HONGKONG, April 9, 1877.

Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
 AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.
 Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.
 NO CHARGE FOR POLICY FEES.
JAS. B. COUGHTRIE,
 Secretary.
 Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.
 THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Casks in Mats, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.
 Proposals for Life Insurances will be received, and transmitted to the Directors for their decision.
 If required, protection will be granted on first class Lives up to £1000 on a Single Life.
 For Rates of Premiums, forms of proposals or any other information, apply to
ARNHOLD, KARBURG & Co.
 Agents Hongkong & Canton.
 Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.
 THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.
MELOHERS & Co.,
 Agents, Royal Insurance Company.
 Hongkong, January 4, 1867.

CHINESE INSURANCE COMPANY, (LIMITED.)
NOTICE.
 POLICIES granted at current rates on Marine Risks to all parts of the World, in accordance with the Company's Articles of Association. Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Profits contributed by each, the remaining third being carried to Reserve Fund.
OLYFANT & Co.,
 General Agents.
 Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE COMPANY.
 THE Undersigned are prepared to grant Policies against FIRE to the extent of £50,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.
NORTON & Co.,
 Agents.
 Hongkong, January 1, 1874.

WORTH BRITISH & MERCANTILE INSURANCE COMPANY.
 Incorporated by Royal Charter and Special Acts of Parliament.
 ESTABLISHED 1809.
 CAPITAL £2,000,000.
 THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.
GILMAN & Co.,
 Agents.
 Hongkong, July 6, 1876.

THE LONDON ASSURANCE.
 INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A.D. 1720.
 THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—
 Marine Department.
 Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.
 Fire Department.
 Policies issued for long or short periods at current rates. A discount of 20% allowed.
 Life Department.
 Policies issued for sums not exceeding £5,000 on reasonable terms.
HOLLIDAY, WISE & Co.
 Hongkong, July 26, 1872.

MANCHESTER FIRE ASSURANCE COMPANY.
 THE Undersigned Agents are in receipt of Instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.
HOLLIDAY, WISE & Co.
 Hongkong, January 6, 1875.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.
 THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Pootung, Shanghai and Hankow, and are prepared to grant Insurances at current rates.
HOLLIDAY, WISE & Co.
 Hongkong, October 14, 1868.

Mails.

STEAM FOR
Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London;
 Also,
Bombay, Madras, Calcutta and Australia.
THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship K H I V A, Captain LEE, will leave this on THURSDAY, the 12th April, at Noon.
 For further Particulars, apply to
A. LIND, Superintendent.
 Hongkong, April 2, 1877. ap12

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.
THE U. S. Mail Steamer CITY OF TOKIO, will be despatched for San Francisco, via Yokohama, on SATURDAY, the 14th April, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.
 Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.
 A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.
 At New York, Passengers have selection of various lines of Steamers to England, France and Germany.
 Freight will be received on board until 4 p.m., 13th April. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
 Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
 For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelopes the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.
 For further information as to Passage and Freight, apply to the Agency of the Company, No. 13, Praya Central.
RUSSELL & Co., Agents.
 Hongkong, March 21, 1877. ap14

Occidental & Oriental Steam-Ship Company.
TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.
THE S. S. "GALLIC" will be despatched for San Francisco via Yokohama, on TUESDAY, the 1st May, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.
 Connection is made at Yokohama, with Steamers from Shanghai.
 Freight will be received on Board until 4 p.m. of the 30th Inst. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
 Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.
 For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.
 Hongkong, April 3, 1877. mgl

THE CHINESE MAIL.
FRANKS OF ADVERTISING IN THE Chinese Mail.

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W. BALL, CHINA DISPENSARY.
IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.
 Prescriptions Dispensed with Carefulness, and Prompt Attention.
PRAYA WEST, HONGKONG,
 Near the Canton Steamer's Wharf, Hongkong, July 13, 1876.

NOTICE.
THE CHINESE MAIL.
 FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of WEEKLY as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.
 The charges for advertisements are now assimilated to those of the China Mail. The annual success which has attended the Chinese Mail makes it an admirable medium for advertisers.
 The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.
 For terms, &c., address
Mr. CHUN AYIN, Manager.
 China Mail Office,
 17th February, 1874.

WASHING BOOKS.
(In English and Chinese.)
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, \$1 each.
CHINA MAIL OFFICE.

NEWS FOR HOME.
The Overland China Mail.
(The oldest Overland Paper in China.)
 PUBLISHED AT THE "CHINA MAIL" OFFICE IN TIME FOR THE ENGLISH MAIL.
 Contains from 72 to 84 columns of closely printed matter.

THE CHINESE MAIL.
FRANKS OF ADVERTISING IN THE Chinese Mail.

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FRANKS OF ADVERTISING IN THE Chinese Mail.

THE HONGKONG CHINESE MAIL.
 THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—
Macao.—Mr. Chun Chuen Shop.
Canton.—Sung Chuen Nativ Post Office, Luen Hing Street; Chui Hing Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Tai Street; Mr. Sit Chuen Fan, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwal Hing Shop, Sin Choong, Honam.
Singapore.—Sul Choong Hong; Woh Shun Loong Hong.
Amoy.—Chun Cheong Hong; Mook Kek Street.
Pootung.—Mr. Yu Ching Cheong, Pootung Arsenal; Mr. Lun Kwok Ching, Maritime Customs.
Shanghai.—Mr. Ng Ching Shun, Maritime Customs; Mr. Ho Yue Chuen, Maritime Customs; Mr. Chun Sing Hol, Messrs Jardine, Matheson & Co.; Mr. Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kee shop.
Hongkong.—Mr. Sung Min Chee, Maritime Customs.
Hankow.—Yee Hing Hong.
Chefoo.—Yee Shun Hong.
Japan.—Mr. Leong Chun Tong, Municipal Office, Yokohama.
Saigon.—Wohang Hong.
Singapore.—Ting Koo Hong; Kwong Fook Sang Hong.
Penang.—Yow Wing Fong; Argus Office.
Calcutta.—Mow Sing Company.
San Francisco.—Kwong Fong Tai Hong.
 The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express carriers who carry the official despatches and Peking Gazette, to circulate the Chinese Mail in the interior of China.
 Hongkong, March 10, 1874.

AFONG, PHOTOGRAPHER,
 by appointment, to
H. E. SIR ARTHUR KENNEDY,
 GOVERNOR OF HONGKONG;
 and to
H. I. E. THE GRAND DUKE ALEXIS OF RUSSIA,
 Wyndham Street, formerly Athletic Club.
 HAS on hand the Largest and Best collection of Views of China, Photographs, Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. Rabinovitch a supply of very handsome Enamel Albums of Russia and Velvet Covers, assorted sizes. Illuminated Albums for Portraits. Tobacco Pouches, in Shape of Skulls, Rats, &c., and a nice choice of Gift Mountings for Frames, &c.
 Hongkong, March 25, 1877.

PRICE \$6.
THE TREATY PORTS OF China and Japan.
 A COMPLETE GUIDE TO THE OPEN PORTS OF THOSE COUNTRIES, TOGETHER WITH Peking, Yedo, Hongkong and Macao.
 FORMING A GUIDE BOOK & VADE MECUM FOR TRAVELLERS, MERCHANTS, AND RESIDENTS IN GENERAL.
 8vo. pp. 618. With 20 MAPS and PLANS.
 by
WM. F. MAYERS, N. B. DENNY, and CHAR. KING.
 COMPILED AND EDITED BY N. B. DENNY, PH.D.
 LONDON: N. TRUBNER & Co.
 Hongkong: China Mail Office.
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